

CLASSIFIED MESSAGE

ROUTING

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DATE

2150Z 04 MAY 62

EO 12958 3.3(b) (1)>25Ys
(N)

TO : DIRECTOR

FROM :

ACTION DPD (1,2,3,4,5,6,7,8,9,10)

INFO : S/C (11)

EG

Job # 70B00566R
Box #3 Folder #64

OPERATIONAL IMMEDIATE

TOR: 2236Z 04 MAY 62

IN 35943

TO OPIM

INFO

CITE

 3307

OXCART OPS

(8) (3)

ATTN: MESSRS PARANGOSKY, BEERLI AND KIEFER

FROM

1. FIRST FLIGHT TODAY COMPLETED SATISFACTORILY TOTAL TIME IN THE AIR WAS 1 HOUR AND 12 MINUTES. SECOND FLIGHT WAS CANCELLED DUE TO PILOT ILLNESS. AIRCRAFT WAS READY TO GO FOR SECOND FLIGHT.

2. TAKE OFF MADE WITH WATER INJECTION AT 77,300 LBS, BROKE GROUND BETWEEN 5000 - AND 6000 FEET FOLLOWED BY RAPID CLIMB OUT. SCHEDULED ALTITUDE WAS 40,000 FEET AND SCHEDULED MAXIMUM SPEED 340 KNOTS INDICATED. ACTUAL SPEED REACHED WAS MACH 1.1 AT 40,000 FEET. THE AIRCRAFT WAS CHECKED THROUGHOUT THE TRANSONIC RANGE AND PERFORMED BEAUTIFULLY. IN LOW SUBSONIC IT WAS EXCELLENT. GROSS EVALUATION OF SINGLE ENGINE PERFORMANCE WAS MADE AT ALTITUDES FROM 7000 TO 30,000 FEET. SINGLE ENGINE RATES OF CLIMB MEASURED UP TO 700 FPM. THE AIRCRAFT GAVE INDICATIONS OF FUEL VENTING PROBLEMS BUT IT IS FELT THAT THIS IS DUE TO INSTRUMENTATION ERROR AND NOT THE VENTS. THE CENTER OF GRAVITY WAS ONE PERCENT

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FURTHER AFT TODAY THAN PREVIOUS BUT NO PROBLEMS WERE INDICATED.

3. ON THE OFFICIAL FIRST FLIGHT MONDAY, 30 APRIL THE AIRCRAFT TOOK OFF AT 170 KNOTS AT 6000 FEET AT A GROSS WEIGHT OF 72,000 LBS. AN INITIAL RATE OF CLIMB OF 2000 FPM GEAR DOWN WAS NOTED. THE AIRCRAFT CLIMBED TO 30,000 FEET PLUS THEN PROCEEDED ON A PRELIMINARY STABILITY AND CONTROL CHECK. THE STABILITY AUGMENTATION SYSTEM WAS TURNED OFF AND YAW-ROLL (LATERAL DIRECTIONAL COUPLING) WAS CHECKED.

THE AIRCRAFT WAS SO DOCILE DOWN TO VERY LOW SPEEDS THAT THIS WAS NOT PURSUED FURTHER. A SPEED OF 340 KNOTS WAS INDICATED ON CLIMB OUT BUT DUE TO SOME HENF FAIRING THE AIRCRAFT WAS SLOWED TO 250 KNOTS AND HELD THERE AS A LIMIT. A LOW FLY BY WAS MADE DOWN THE OLD RUNWAY AT AN ALTITUDE OF 30 - 40 FEET FOR BENEFIT OF THE VISITORS, PRIOR TO LANDING. TOUCHDOWN WAS MADE AT 170 KNOTS AT ABOUT 1500 FT MARKER AND DECELERATION WAS ACCOMPLISHED BY COASTING OUT [redacted] NO PARACHUTE WAS USED.

4. THE PILOT MR LOUIS SCHALK REPORTS THAT THE AIRCRAFT FEELS GOOD IN ALL REGIMES, HAS GOOD RESPONSE TO CONTROLS AND IS EXTREMELY STABLE WITH OR WITHOUT STABILITY AUGMENTORS IN THE SPEED REGIMES TESTED.

5. THERE ARE THREE FLIGHTS SCHEDULED FOR TUESDAY MORNING 8 MAY. THE FIRST AT 0700 HOURS.

6. THE FLIGHT OPERATIONS WAS VERY SMOOTH AND THINGS ARE BEGINNING TO LOOK VERY ROUTINE.

END OF MESSAGE